

## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

COUNTRY USSR (Black Sea) REPORT 25X1  
 SUBJECT 1. Port of Odessa 25X1  
 2. Zmeinyy Island DATE DISTR. 20 January 1956 25X1  
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 PLACE ACQUIRED REFERENCES  
 DATE ACQUIRED closure(s) Not Microfilmed 25X1

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE

1. On 5 September 1955 at 0530 hours, [redacted] in the vicinity of Gallipoli in the Dardanelles, [redacted] 10,000-ton Soviet steamship BAYAT BAKEREKES. The Soviet ship was fully loaded and carried a deck cargo of large cases, probably containing heavy machinery, four forward and six aft. The ship was traveling at a speed of between eight and ten knots. 25X1
2. On the morning of 7 September at 0900 hours, [redacted] the signal tower hoisted the signal E-F (request for national flag) and [redacted] ship answered at once. [redacted] 25X1  
 [redacted] following installations from southwest to northeast (see sketch of the island on page 8 [redacted]) 25X1  
 [redacted] 25X1
- About ten pyramid-shaped military tents, situated at the base of the radio antenna [redacted] 25X1
  - Trellis radio antenna approximately 40 meters high.
  - Double-loop radio direction finder mounted on a pole about 15 meters high.
  - Light-colored structure with an inclined southeast side resembling a slide (sic). The structure may have been a bunker or some other type of construction.
  - Radar apparatus consisting of a quadrangular framework painted dark green and topped by a large concave antenna similar to a SEA GULL antenna without stylus. The span of the antenna was not less than 30 meters. A large motor vehicle, painted dark green, was parked nearby. Probably the vehicle was used to tow the radar or to transport accessory materials.

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STATE	X	ARMY	X	NAVY	EV	X	AIR	X	FBI		AEC				
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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- 6.-7. Two YARD RAKE radar antennas mounted on poles about 20 meters high. The poles were situated on either side of the white-painted tower in which the signal station was located.
8. Antenna, probably radar antenna, mounted on a pole which was situated atop one of the buildings described in No. 9. The antenna consisted of two, two-meter-long rectangular screens, in a vertical position and perpendicular to each other.
9. Six or seven light-colored structures resembling small barracks.
10. Searchlight situated on the low-lying shore at the far northeast end of the island. The searchlight had a diameter of one and one-half meters.
- 11.-12. Two batteries with naval guns of approximately 76 mm, mounted on unshielded emplacements. Three or four guns in each battery were clearly visible. The batteries were located near the searchlight just described and near the radar described in No. 5, respectively.
3. At 1930 hours on 7 September, [redacted] ship anchored in the Odessa outer harbor near a battleship [redacted]. The ship had three triple-mounted turrets, one forward, one amidships abaft the forward stack, and one abaft the after stack. Presumably all the turrets had 305 mm guns. There were three approximately 76 mm guns on top of each turret, and there were six 76 mm guns on the forecastle. On either bulwark there were eight guns of approximately 120 mm, each with a wavy semicircular shield. The turrets were equipped with RGS CUP radar and with rangefinders. No equipment was noted on the 120 mm guns. A radio direction finder and two radar antennas of the YALI and HIGH SIEVE types, respectively, were mounted on the flying bridge. There was also a radio direction finder on the after bridge. A SEA SWL radar was mounted on the maintop. During the entire stay of informant's ship in the roads, training and elevation exercises are being conducted with the ship's main battery guns. The ship recently had been painted light grey and appeared to be in excellent condition.
4. On the morning of 8 September, [redacted] ship was still in the harbor, scaffolds were put over the side of the ship in order to paint the hull. A police motorboat immediately came alongside and ordered, without any justification, that the men and scaffolds be taken aboard. At 1430 hours, a woman physician, male nurse, police officer, customs official, and female employee of Inflat came aboard. The medical inspection was merely a formality based on the captain's statement. The control procedure was not rigorous and consisted of inspecting the storeroom, checking the muster roll and seaman's papers, and sealing the camera. Binoculars, radio telephone, liquor, and tobacco were not sealed. There was a spot check of the currency belonging to the crew, on the basis of the report prepared by the ship. The authorities were given seven complete copies of the crew list. The inspection lasted only 20 minutes, but the inspecting party remained aboard while the woman Inflat representative discussed loading problems. Informant noted that the boarding party members were quite cordial. However, they refused to accept any coffee, liquor, or cigarettes. The ship stayed in the outer harbor until 2100 hours on 9 September.

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5. The following legend applies to the sketch map of the port on page 9

A. Battleship described in Paragraph 3. Another vessel observed [redacted] was the 3,000-ton Soviet steamship STAVROPOL, which entered the inner harbor without waiting for clearance [redacted]

A 1. Soviet steamship BRISLAV INGUL (sic) of 8,000 to 10,000 tons loaded [redacted]

A 3. Soviet steamship TIMIRYAEV, empty [redacted]

C. Two floating articulated cranes, each with a lifting capacity of approximately 50 tons. [redacted] these two cranes were moved to various points in the port area without any apparent use.

D. Laid-up steamship hull.

E. Targets for naval gunfire. [redacted] some were merely vertical poles, whereas others were made up of three poles topped by a frame, and still others were made up of two poles set apart and joined by a net. There were 22 poles in all [redacted]

F. Three construction ways. The center way was unoccupied and the two side ways were taken by vessels in early stages of construction.

G. Four ships under repair. The two in the center were 8,000-ton freighters and the two outboard were old combination-mail ships of 6,000 to 7,000 tons.

H. Six corvettes [redacted] and a destroyer of approximately 2,000 tons [redacted] The DD had a very raked bow and an openwork foremast, streamlined stack raked aft, and light armament forward and aft. The SEA GULL radar mounted on the maintop had a span of more than two meters [redacted] The DD departed on the morning of 8 September escorted by a corvette. [redacted] The Bulgarian steamship BULGARIYA entered the port at 1730 hours on 8 September.

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- I. Three floating dry docks, two of which could dock 3,000 to 5,000-ton ships. The two large docks were occupied by a freighter and the tanker IOSIF STALIN, respectively. The smaller dry dock was empty. 25X1
- L. Training vessel DUNAY [ ] 25X1
- M. Two medium-tonnage submarines berthed stern-to the quay.
- N. At 1400 hours on 9 September, the tanker IOSIF STALIN left the dry dock and proceeded to the petroleum pier for loading at this berth.
- O. Large dredge and two steam barges working in the vicinity of the north exit. The two barges were approximately 1,000 tons each. [ ] The barges transported the excavated material out to sea. 25X1
- P. Three concrete caissons situated about a hundred meters apart. [ ] 25X1
- Q. [ ] At 2130 hours on 9 September, the pilot came aboard, dressed in the usual blue uniform. He was not escorted. The entry maneuver was begun immediately. At 2300 hours, the ship berthed at this point, on the south side of the coal pier. 25X1
- R. Soviet steamship OMSK, which entered port on the morning of 11 September and unloaded coal [ ] 25X1
- S. [ ] 25X1
- T. Steamship SYZRAM [ ] unloaded seamless steel [ ] 25X1 25X1
- U. Soviet tanker of 2,000 tons, not transferring cargo. [ ] 25X1 25X1
- V. Soviet motorship STAVROPOL, under repair [ ] 25X1
- W. Berth of Soviet combination-mail motorship KRYM, after it moved from the berth indicated as letter G [ ] 25X1
- X. Soviet steamship, not transferring cargo [ ] 25X1
- Y. Mail steamer of 16,000 to 18,000 tons, berthed next to the Inflat building [ ] 25X1
- Z. Two 8,000-ton tankers berthed bow-on [ ] 25X1

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- Z 1. About ten whaling ships, resembling the one observed in the outer harbor [redacted] in the innermost part of the docking area. The ships were being repaired in anticipation of the approaching fishing season.
- Z 2. An 80-ton floating crane at the shore end of the pier.
- Z 3 and Z 4. An unidentified tanker, adjacent to the floating crane, probably under repair.
6. At dawn on 9 September, the smaller dry dock (see Paragraph 5, section I) was towed out of the harbor in the direction of Kherson. At 0800 hours, the tug AJUNYAYETS departed hoisting the signal "I am compensating my compasses" and maneuvered all day around the vessels in the outer harbor with this signal still up, at a speed of approximately eight knots. At 1100 hours, corvette [redacted] departed and reentered the port during the afternoon. During the same afternoon, the ROSSIYA [redacted] entered the port. A trawler [redacted] armed with three small-caliber machine guns and equipped with J.S. SO radar on the maintop, also entered the port. During the same afternoon, whaling ship [redacted] departed for engine trials [redacted].
7. At 0100 hours on 10 September, [redacted] ship, without further inspection by the authorities, began loading 1800 tons of coal. At 1000 hours, the coal was completely loaded. There were large piles of coal on the quay. The coal was transported to the quay in modern 80-ton railroad cars painted dark grey and white-lettered in the Cyrillic alphabet. The freight cars were mounted on twin-axle trucks. Each car had five hopper doors to discharge its load [redacted]. Along the quay apron there were many packaged spools of insulated electric cable. [redacted] Twin-axle trucks for railroad cars were also observed on the quay. [redacted] Loading [redacted] ended on the morning of 10 September; but since the letter of credit had not yet arrived, the ship remained at its berth for lack of clearance.

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9. The shops in the town were already closed because of the late hour, and the streets were almost deserted. The International Club was situated on the second floor of an old palace. In the foyer there was a gilded bust of Stalin.

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the Club had several well-furnished large rooms decorated with portraits of Russian revolutionaries.

the Club theater where a short documentary on the Geneva Conference, and a black-and-white film in Russian entitled "The Dancing Master," adapted from the work of the same name by Lope de Vega, were shown. The actors were mediocre. The engineer Kossinskiy courteously translated the dialogue. Some 20 persons, including some women, were in the audience. The engineer stated that this was a group of foreign language students. A young woman simultaneously translated the dialogue into German through a loudspeaker.

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10. no servicemen in the city, other than a number of well-dressed sailors accompanied by girls. There were no military exercises of any kind during his stay in Odessa.

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11. On the morning of 11 September, after the letter of credit arrived, the ship received orders to leave. The checking procedure at departure time lasted only a few minutes and was a formality. At 1000 hours, with the pilot aboard, the ship left its berth and headed out of the inner harbor. The battleship described in Paragraph 3 was still anchored in the outer harbor and answered the regulation salute at once.

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Comment: There is no record of a Soviet ship by this name.

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Comment: This ship was probably the SEVASTOPOL, an old battleship of the ANGUT Class.

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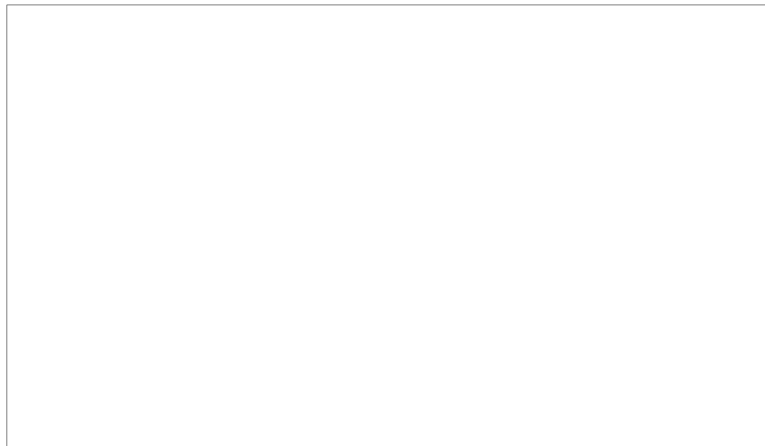
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Comment: Sketch indicates that there were two tankers.



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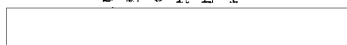
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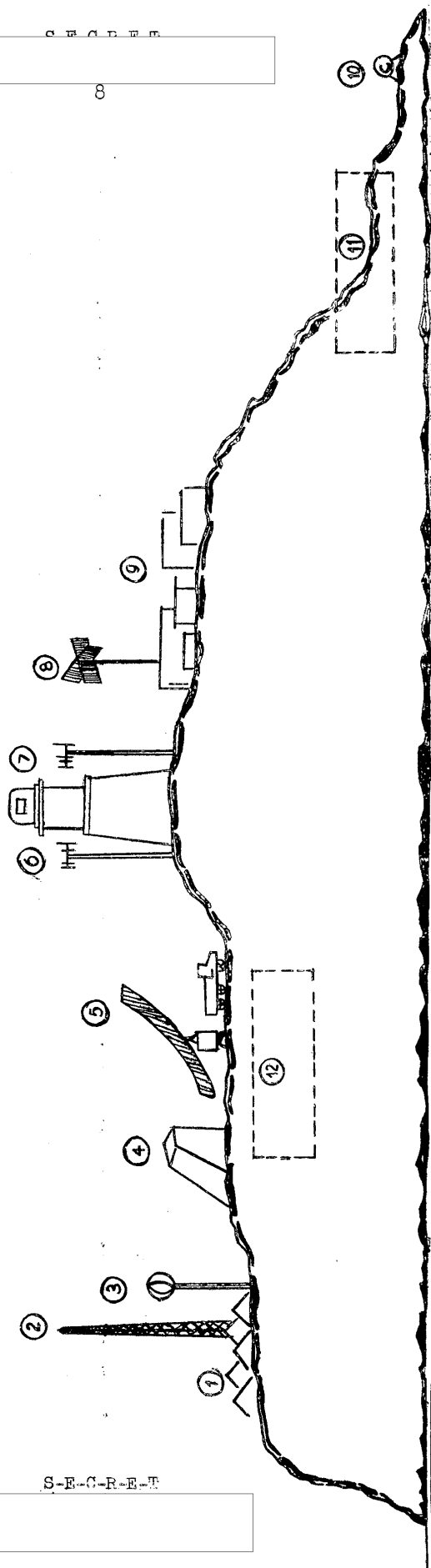
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Zmeinyy Island:

(7 September 1955)



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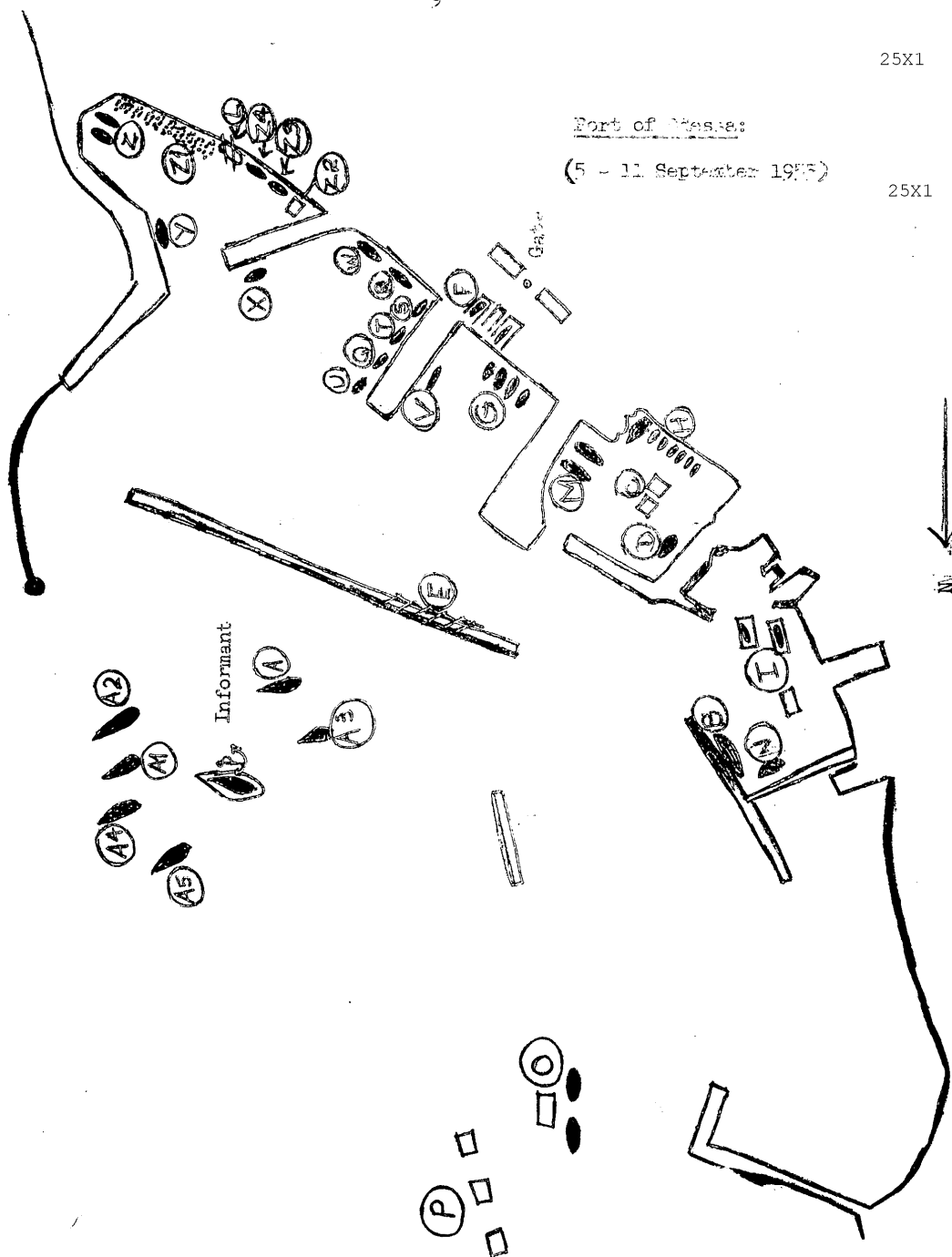
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Fort of Alaska:

(5 - 11 September 1955)

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